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(54) Rubber composition for tyre sidewall and tyre

(57) A rubber composition obtained by mixing 100 parts by weight of at least one diene rubber selected from a group consisting of natural rubber, butadiene rubber, styrene-butadiene rubber, isoprene rubber and ethylene-propylene-diene terpolymer, characterised by:

C=2.6 to 5.1:

$$X = \frac{A \times B \times 10^{18} \times D}{E \times C} \times 100 \quad (1)$$

5 to 50 parts by weight of a carbon black having an average particle size of primary particle of not less than 20 nm, a compression DBP oil absorption number of not more than 120 ml/100 g and a CTAB specific surface area of not more than 130 m²/g, 10 to 60 parts by weight of a precipitated silica having a DBP oil absorption number of not less than 200 ml/100g, a BET nitrogen adsorption specific surface area of not more than 180 m²/g, and a silane coupling agent in an amount in the range represented by equation (1) in the case where

wherein X is a maximum amount of the silane coupling agent (unit is parts by weight) per 100 parts by weight of the precipitated silica, A is the number (unit is per nm²) of silanol groups existing per 1 nm² of surface area of the precipitated silica, B is BET nitrogen adsorption specific area (unit is m²/g) of the precipitated silica, C is a factor showing reactivity of the silane coupling agent to the precipitated silica, D is a molecular weight of the silane coupling agent, E is Avogadro's constant (6.022 x 10²³).

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Description

The present invention relates to a rubber composition for a tyre sidewall and a tyre prepared therefrom.

Hitherto, in order to achieve reduced fuel consumption of automobiles by improving the characteristics of tyres, many investigations have been made with respect to the tread rubber which causes 50 to 60% of the hysteresis loss of a tyre. Due to recent developments with respect to polymer and carbon black and improvements with respect to blending technique including them, the hysteresis loss of the tread rubber portion has been decreased to 30 to 50% and thereby, rolling resistance of a tyre is also decreased remarkably.

It has been discovered, however, that even if it is tried to decrease hysteresis loss further only through the tread rubber, there is a certain limitation from viewpoints that wear resistance, steering stability and particularly the grip properties on a wet road (hereinafter referred to as "WET property") are lowered.

On the other hand, although there are a lot of proposals for silica to be used as reinforcement for the tread rubber, there is a problem, for example, that the electrical resistance of the tyre increases on increase of an amount of silica.

It is the object of the present invention to overcome the above limitations and reduce hysteresis in a tyre without impairing the "WET property".

As a result of the inventor's intensive study of the above-mentioned problems, the inventor of the present invention discovered that the rolling resistance of a tyre can be lowered without lowering wear resistance and WET property of the tread portion and without increasing the electric resistance of a whole tyre by attention to the sidewall by using a particular kind of carbon black as carbon black for reinforcement of the sidewall portion, replacing part of the carbon black with a particular kind of silica, and particularly using the specific amount of silane coupling agent together.

As a result the present invention provides a rubber composition for a tyre sidewall which gives a tyre having low rolling resistance, excellent wear resistance and WET property, and low electric resistance.

According to one aspect, the present invention provides a rubber comprising 100 parts (part by weight, hereinafter the same) of at least one diene rubber selected from the group consisting of natural rubber, butadiene rubber, styrene-butadiene rubber, isoprene rubber and ethylene-propylene-diene terpolymer, cetyltrimethyl ammonium bromide,

5 to 50 parts of a carbon black having an average particle size of primary particle of not less than 20 nm, a compression dibutyl phthalate (DBP) oil absorption number of not more than 120 ml/100g and a Cetyl Trimethyl Ammonium Bromide (hereinafter referred to as "CTAB") specific surface area of not more than 130 m²/g,

10 to 60 parts of a precipitated silica having a DBP oil absorption number of not less than 200 ml/100 g, a Brunauer Emmett Teller (hereinafter referred to as "BET") nitrogen adsorption specific surface area of not more than 180 m²/g, and a silane coupling agent in an amount within the range represented by equation (1) in case where C = 2.6 to 5.1:

$$X = \frac{A \times B \times 10^{18} \times D}{E \times C} \times 100 \quad (1)$$

wherein X is a mixing amount of silane coupling agent (unit is parts by weight) per 100 parts of the precipitated silica, A is the number (unit is per nm² of silanol groups existing per 1 nm² of surface area of the precipitated silica, B is BET nitrogen adsorption specific surface areas (unit is m²/g) of the precipitated silica, C is a factor showing reactivity of the silane coupling agent to the precipitated silica, D is a molecular weight of the silane coupling agent, E is Avogadro's constant (6.022 x 10²³).

In another aspect the present invention provides a tyre of which the sidewall portion comprises rubber composition prepared from the above-mentioned rubber composition for a tyre sidewall.

It is preferable that 100 parts of the diene rubber comprises not less than 30 parts of natural rubber, and the diene rubber comprises natural rubber and a butadiene rubber having a high cis content.

As the silane coupling agent, bis (triethoxysilylpropyl)tetrasulfide is preferably used.

As the silicas used for a tyre, there are, for example, precipitated silica (so-called hydrosilicate), Aerosil (silicic anhydride) and a silicate such as clay or talc. In the present invention, particularly the precipitated silica having the above-mentioned particular properties is used from viewpoints of high dispersibility into rubber and high reinforcing ability for a rubber composition to be obtained.

The DBP oil absorption number of the precipitated silica is not less than 200 ml/100 g from the viewpoints that dispersibility into a rubber composition for a tyre sidewall is improved and that hysteresis loss of the obtained tyre is decreased, and is preferably 200 to 350 ml/100 g, more preferably 200 to 280 ml/100 g.

The BET nitrogen adsorption specific surface area of the precipitated silica is not more than 180 m²/g from viewpoints that a mixing amount of the silane coupling agent described below can be decreased and that hysteresis loss of the obtained tyre is decreased, and is preferably 50 to 180 m²/g, more preferably 50 to 100 m²/g.

As the precipitated silica having the above-mentioned properties, commercially available examples are, for in-

stanc , Ultrasil VN3, Ultrasil FK160, DUROSIL available from DEGUSSA, and the like.

The average particle size of primary particle of the carbon black used in the present invention is not less than 20 nm from viewpoints that energy loss of a tyre decreases, that rolling resistance of a tyre is lowered and that good reinforcing ability can be obtained, and is preferably 25 to 60 nm, more preferably 30 to 50 nm.

The compression DBP oil absorption number of the carbon black is not more than 120 ml/100 g from the viewpoints that structure becomes large and the tan δ is decreased, and is preferably 80 to 120 ml/100 g, more preferably 80 to 100 ml/100 g.

The CTAB surface area of the carbon black is not more than 130 m²/g from a viewpoint that energy loss of a tyre is decreased, and is preferably 40 to 125 ml/100 g, more preferably 40 to 80 ml/100 g.

Examples of carbon black having the above-mentioned properties are, for instance, FEF, HAF, ISAF, N339, N351, and the like.

In the present invention, the specific amount of silane coupling agent is used so that the precipitated silica disperses into the rubber composition more homogeneously and the wear resistance of the tyre is ensured.

Examples of silane coupling agent are, for instance bis(triethoxysilylpropyl)tetrasulfide,

triethoxysilylpropylisocyanate,
vinyltriethoxysilane,
vinyltrimethoxysilane,
 γ -methacryloxypropyltrimethoxysilane,
 γ -methacryloxypropylmethyldimethoxysilane,
 γ -glycidoxypropylmethyldiethoxysilane,
 γ -mercaptopropyltrimethoxysilane,
 γ -(polyethylene amino-1-propyl)trimethoxysilane,
N- β -(aminoethyl)- γ -aminopropyltrimethoxysilane,

salt of N'-vinylbenzyl-N-trimethoxysilylpropylethylenediamine, and the like. Among them, bis(triethoxysilylpropyl)-tetrasulfide, triethoxysilylpropylisocyanate and γ -mercaptopropyltrimethoxysilane are preferable, and bis(triethoxysilylpropyl)tetrasulfide is most preferable.

As the diene rubber used in the present invention, example are, for instance, natural rubber (hereinafter referred to as "NR"), butadiene rubber (hereinafter referred to also as "BR"), styrene-butadiene rubber (hereinafter referred to also as "SBR"), isoprene rubber (hereinafter referred to also as "IR"), ethylene-propylene-dieneterpolymer (hereinafter referred to also as "EPDM"), and the like. The diene rubber can be used alone, or in admixture of two or more.

Examples of the SBR are, for instance, a SBR obtained by emulsion polymerisation (hereinafter referred to also as "E-SBR") and a SBR obtained by solution polymerisation (hereinafter referred to also as "S-SBR"), and the like.

Among these diene rubbers, NR, BR, S-SBR, EPDM, combination of NR and BR, combination of NR, BR and S-SBR, and combination of NR, BR and EPDM are preferable.

It is preferable that the cis content of the BR is high, for example not less than 20% by weight, more preferably not less than 30% by weight from a viewpoint that cracking and cut-growth resistance to bending of a tyre can be obtained.

In the present invention, each of the precipitated silica and carbon black functions as reinforcement. Further, dispersibility of the precipitated silica is improved by using the silane coupling agent.

The rubber composition of the present invention is obtained by kneading or mixing the above-mentioned rubber reinforcing components with the diene rubber.

The mixing ratio of the precipitated silica is 10 to 60 parts, preferably 10 to 40 parts, more preferably 20 to 40 parts per 100 parts of the diene rubber, and the mixing amount of the carbon black is 5 to 50 parts, preferably 5 to 30 parts, more preferably 10 to 20 parts per 100 parts of the diene rubber.

When the precipitated silica is used in the mixing ratio of the above-mentioned range, hysteresis loss (tan δ) and energy loss tend to be lowered.

When the carbon black is used in the mixing ratio of the above-mentioned range, hysteresis loss (tan δ) tends to be decreased.

The amount of the silane coupling agent used in the present invention is, as described above, within the range represented by the following equation (1) wherein c-2.6 to 5.1:

$$X = \frac{A \times B \times 10^{18} \times D}{E \times C} \times 100 \quad (1)$$

In equation (1), C is a factor (hereinafter referred to as the "reactive factor") showing the reactivity (coupling effect) of

the silane coupling agent to the precipitated silica. When C is in the range of 2.6 to 5.1, an excellent reinforcing effect and wear resistance can be given to the rubber composition and then the tyre.

The reactive factor C is a factor which has been found by the inventor of the present invention as a result of many experiments in which the mixing amount of the silane coupling agent to the precipitated silica was varied to give various rubber compositions and various characteristics of the obtained rubber compositions were investigated and then an optimum range for the mixing amount of the silane coupling agent to the precipitated silica was determined.

The advantage of the reactive factor is explained by referring to Experimental Example 1 described hereinafter. In first, when the precipitated silica and the silane coupling to be used are selected, A ($= 2.6/\text{nm}^2$), B ($175 \text{ m}^2/\text{g}$) and D (538.94) are determined (E is Avogadro's constant). By substituting these values and 2.6 to 5.1, which is the range of C, into the equation (1), a range of a suitable amount X of the silica coupling agent per 100 parts of the precipitated silica (7.98 to 15.66 parts) can be obtained. In the Experimental Example 1, since 10 parts of the precipitated silica was mixed, it was proved that a suitable amount of the silane coupling agent to the amount of the precipitated silica is one-tenth of the above-mentioned amount X, namely in the range of about 0.8 to 1.6 parts (1.0 part was used in Experimental Example 1).

The reason why the mixing amount of the silane coupling agent is limited in such a range is that reinforcing ability can be improved and, namely, wear resistance of the obtained tyre is ensured by enhancing the coupling effect with the diene rubber. It is noted that to enhance the coupling effect of the silica with the diene rubber leads to improvement of dispersibility of the silica into the diene rubber.

In the present invention, 100 parts of the diene rubber comprises not less than 30 parts of NR from viewpoints that rolling resistance becomes lowered and that surface appearance of extruded rubber article are good, and is preferably 30 to 80 parts, more preferably 40 to 70 parts.

In the present invention, when a combination of NR and the other diene rubber is used as the diene rubber, it is preferable to use BR having a high cis content from a viewpoint that cracking and cut-growth resistance to bending can be obtained. The mixing amount of such a BR is preferably 30 to 70 parts, more preferably 40 to 60 parts in 100 parts of the diene rubber.

In the present invention, if the precipitated silica is previously reacted with the silane coupling agent, a tyre superior particularly in rolling resistance and weather resistance can be obtained.

To obtain such a tyre, for example, a Banbury mixer is charged with a given amount of the diene rubber, a given amount of the precipitated silica and a given amount of the silane coupling agent, a part of a given amount of the carbon black and a part of oil and the components are mixed for 1 to 5 minutes at a temperature of 130° to 160°C . Then, residual amounts of the carbon black, oil and various kinds of processing aid are added and kneaded for 1 to 5 minutes at a temperature of not higher than 140°C . Finally, a vulcanising agent, an accelerator and the like are added and mixed for 1 to 5 minutes at a temperature of not higher than 100°C to obtain the rubber composition for a tyre sidewalls of the present invention.

The toluene-swollen degree (%) of a vulcanised rubber which is obtained by vulcanising the rubber composition for a tyre sidewall of the present invention at 140° to 190°C , preferably 145° to 185°C for 5 to 60 minutes, preferably 8 to 50 minutes in an ordinary manner, is preferably not less than 200 and less than 450, more preferably not less than 250 and less than 400.

If the toluene-swollen degree is fixed in the above-mentioned range, a tyre having good flex cracking and cut-growth resistance to bending and rolling resistance can be obtained.

The toluene-swollen degree is determined by sinking a rubber sample completely into toluene, allowing the sinking sample to stand for 24 hours, taking the sample out of the toluene, wiping the sample properly, measuring the weight Y of the sample and then substituting Y into the questions: $(Y/10) \times 100\%$.

Into a rubber composition for a tyre sidewall of the present invention, a vulcaniser such as sulfur, an accelerator, an anti-ageing agent an antioxidant, a softener, a vulcanisation accelerator such as stearic acid, a processing aid can be mixed optionally in a range wherein the effects of the present invention are not affected.

The present invention also relates to a tyre wherein a sidewall portion is prepared from the rubber composition of the present invention.

In general, when the silica is mixed in a rubber composition for a tread instead of a carbon black which is a conducting material for static electricity generated by friction, the static electricity is not conducted and accumulates in the tread portion and in the vehicle. In the tyre of the present invention, however, the silica is mixed in the sidewall portion, not in the tread portion, and the static electricity is discharged through the steel belt rubber layer and the cased cord rubber layer.

As a rubber blend having low electrical resistance, a compound in which somewhat a lot, namely not less than 30 parts, of carbon black is blended per 100 parts of rubber component can be adopted. Also, chopped fibres obtained by cutting fine fibres of nylon or polyester on which polypyrrole or polyaniline is carried can also be used.

As the rubber composition for a tyre sidewall of the present invention, the following combination are preferable, for example:

5	(1)	Dien rubber	100 parts
		Carbon black	5 to 50 parts (average particle size of not smaller than 200 nm, compression DBP oil absorption number of not more than 120 ml/100 g, and CTAB specific area of not more than 130 m ² /g)
		Precipitated silica	10 to 60 parts (DBP oil absorption number of not less than 20 ml/100 g, BET nitrogen adsorption specific surface area of not more than 180 m ² /g)
		Silane coupling agent	amount represented by equation (1)

10 This composition is advantageous in such points of low rolling resistance, good cut resistance, and good steering stability.

More preferably:

15	(2)	NR/BR rubber	100 parts
		Carbon black	5 to 30 parts (average particle size of 25 to 60 nm, compression DBP oil absorption number of 80 to 120 ml/100 g, CTAB specific area of 40 to 125 m ² /g)
		Precipitated silica	10 to 40 parts (DBP oil absorption number of 200 to 350 ml/100 g, BET nitrogen adsorption specific surface area of 50 to 180 m ² /g)
		Bis (triethoxysilylpropyl)tetrasulfide	amount represented by equation (1)

20 This composition is superior in such points of low rolling resistance, good cut resistance and good ride comfort.

Hereinafter, the present invention is specifically explained on the basis of Experimental Examples, but the present invention is not limited to the Experimental Examples.

Experimental Example 1

(Preparation of rubber composition)

30 According to the components and mixing amounts shown in Table 1, a Banbury mixer was charged with the diene rubber, the precipitated silica and the silane coupling agent and a part of a given amount of the carbon black. After the mixture was mixed kneaded for 1 to 5 minutes at a temperature of 130° to 160°C, the rubber was taken out once and cooled.

35 The Banbury mixer was charged with the first rubber and the residual carbon black and oil in order and the mixture was mixed for 1 to 5 minutes at a temperature of not higher than 140°C. The rubber was then taken out and cooled again. Finally a vulcaniser and the like were added at a temperature of not higher than 100°C and mixed for 1 to 5 minutes using a Banbury mixer or an open roll mixer to obtain the rubber composition for a tyre sidewalls of the present invention.

(Production of a tyre)

A tyre was produced in an ordinary manner by using the rubber composition and was subjected to the following tests. The results of the tests are shown in Table 1.

45 As the rubber composition for the tread portion, the following rubber blend having a low electric resistance was used.

NR/SBR (40/60): 100 parts (SBR is SL574 available from Japan Synthetic Rubber Co Ltd)

Carbon black: 55 parts

50 Aromatic oil: 12 parts

(Test method)

Hardness of rubber (hereinafter referred to as "Hs")

55 Hs was determined according to Type A in JIS K 6253. Complex modulus (hereinafter referred to as "E'") and loss tangent (hereinafter referred to as "tan δ"):

E* and tan δ were determined at 70°C and with 20% of dynamic stress by means of a Viscoelastic Spectrometer available from Kabushiki Kaisha Iwamoto Seisakusho.

Cracking and cut-growth resistance to bending:

Cracking growth was measured by means of a Demattia Bending Cracking Resistance Test Machine available from Kabushiki Kaisha Ueshima Seisakusho according to JIS K 6260, and cracking and cut-growth resistance to bending was evaluated as A when cracking growth was not less than 1 million times/min, and C when not more than 5 hundred thousand times/min.

Rolling resistance of tyre:

Axial tension was measured by means of a Rolling Resistance Testing Machine available from Kobe Kikai Kabushiki Kaisha according to JIS. Then, rolling resistance was determined by the following equation.

Rolling resistance

$$= \text{axial tension} \times \left(1 + \frac{\text{Dynamic loaded radius of tyre}}{\text{Radius of drum}} \right)$$

The obtained rolling resistance is expressed as index on the basis of the rolling resistance obtained in Experimental Example 7 (in which the precipitated silica and the silane coupling agent are not mixed).

Experimental Examples 2 to 6

In the same manner as in Experimental Example 1 except that the components and mixing amounts shown in Table 1 were adopted, the rubber compositions for a tyre sidewall and the tyres of the present invention were prepared and the same tests as in Experimental Example 1 were conducted thereto. The results are shown in Table 1.

Table 1

	Experimental Examples					
	1	2	3	4	5	6
Mixing amount (parts by weight)						
Diene rubber						
NR	70	70	70	40	40	70
BR ¹⁾	30	30	30	30	30	30
S-SBR ²⁾	-	-	-	30	-	-
EPDM ³⁾	-	-	-	-	30	-
Carbon black						
N351 ⁴⁾	-	10	-	-	-	-
ISAF ⁵⁾	-	-	10	10	-	-
FEF ⁶⁾	40	-	-	-	10	40
SAF ⁷⁾	-	-	-	-	-	-
Precipitated silica						
VN3 ⁸⁾	10	-	-	-	-	-
FK160 ⁹⁾	-	40	-	40	-	-
DUROSIL ¹⁰⁾	-	-	40	-	40	40
FK700 ¹¹⁾	-	-	-	-	-	-
Oil	5	-	5	5	5	5
Silane coupling agent	1	3	1.5	3	1.5	0.5
(Value of C)	(4.0)	(4.9)	(3.7)	(4.9)	(3.7)	(2.8)
Suitable amount of silane coupling agent lead from the equation (1) (parts by weight)	0.8 to 1.6	2.9 to 5.7	1.1 to 2.15	2.9 to 5.7	1.1 to 2.15	0.27 to 0.54
Test results						
H _s	54	55	52	56	53	53
E*	38	41	34	44	37	37
tan δ	0.13	0.12	0.11	0.13	0.12	0.12
Cracking and cut-growth resistance to bending	A	A	A	B	B	A
Rolling resistance of tire	98	98	97	99	97	98

Experimental Example 7

5 A rubber composition and a tyre were prepared in the same manner as in Experimental Example 1 except that components and mixing amounts shown in Table 2 were adopted but the precipitated silica and silane coupling agent were not blended. The obtained rubber composition and tyre were subjected to the same tests as in Experimental Example 1. The results are shown in Table 2.

Experimental Examples 8 to 13

10 Rubber compositions and tyres were prepared in the same manner as in Experimental Example 1 except that the components and mixing amounts shown in Table 2 were adopted. The obtained rubber compositions and tyres were subject to the same tests as in Experimental Example 1. The results are shown in Table 2.

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Table 2

	Experimental Examples						
	7	8	9	10	11	12	13
Mixing amount (parts by weight)							
Diene rubber							
NR	70	70	70	40	70	70	70
BR ¹⁾	30	30	30	30	30	30	30
S-SBR ²⁾	-	-	-	-	-	-	-
EPDM ³⁾	-	-	-	30	30	-	-
Carbon black							
N351 ⁴⁾	50	-	-	-	-	-	60
ISAF ⁵⁾	-	10	10	-	-	10	-
FBF ⁶⁾	-	-	-	-	-	-	-
SAF ⁷⁾	-	-	-	-	-	-	-
Precipitated silica							
VN3 ⁸⁾	-	-	40	70	-	-	10
FK160 ⁹⁾	-	-	-	-	-	-	-
DUROSIL ¹⁰⁾	-	40	-	-	40	-	-
FK700 ¹¹⁾	-	-	-	-	-	40	-
Oil	5	5	-	18	5	5	15
Silane coupling agent	-	0.5	4	6	2	12.9	1
(Value of C)		(11.0)	(4.0)	(4.7)	(2.0)	(5.05)	(4.0)
Suitable amount of silane coupling agent lead from the equation (1) (parts by weight)	0.8 to 1.6	2.9 to 5.7	3.2 to 6.3	5.6 to 11	2.9 to 5.7	12.8 to 25.1	0.8 to 1.6
Test results							
Hs	54	46	58	58	53	57	59
E*	38	29	46	47	37	48	53
tan δ	0.13	0.21	0.15	0.18	0.12	0.20	0.22
Cracking and cut-growth resistance to bending	A	C	A	C	B	A	A
Rolling resistance of tire (index)	98	106	101	104	97	107	108

Abbreviation of blending components described in Tables 1 and 2 are as follows:

1. BR150L available from Ube Industries Ltd (high cis BR, cis content: 98% by weight)
2. SL 574 available from Japan Synthetic Rubber Co Ltd (vinyl content: 57% by weight, bonded styrene content: 15% by weight, molecular weight distribution 1.7 to 1.9)
3. ESPRENE 586 available from Sumitomo Chemical Company Ltd (propylene ratio: 20% by weight, iodine value: 36 ENB)
4. N351 available from Showa Cabot Co Ltd (average particle size of primary particle: 28 nm, CTAB surface area: 82 m²/g, compression DBP oil absorption number: 97 to 105 ml/100 g)
5. ISAF available from Mitsubishi Chemical Corporation (average particle size of primary particle: 22 nm, CTAB surface area: 105 m²/g, compression DBP oil absorption number: 96 ml/100g)
6. FEF available from Tokai Carbon Co Ltd (average particle size of primary particle: 40 to 48 nm, CTAB surface area: 45 m²/g, compression DBP oil absorption number: 85 ml/100 g)
7. SAF available from Tokai Carbon Co Ltd (average particle size of primary particle: 18 nm, CTAB surface area: 132 m²/g, compression DBP oil absorption number: 97 ml/100 g. CTAB surface area is out of the above-mentioned range)
8. Ultrasil VN3 available from Degussa (BET nitrogen adsorption specific surface areas: 175 m²/g, DBP oil absorption number: 210 ml/100 g, number of silanol groups per nm² surface area: 2.6)
9. FK160 available from Degussa (BET nitrogen adsorption specific surface area: 160 m²/g, DBP oil absorption number: 250 ml/100 g, number of silanol groups per nm² surface area: 2.6)
10. DUROSIL available from Degussa (BET nitrogen adsorption specific surface area: 60 m²/g, DBP oil absorption number: 220 ml/100 g, number of silanol groups per nm² surface area: 2.6)
11. FK700 available from Degussa (BET nitrogen adsorption specific surface area: 700 m²/g, DBP oil absorption number: 190 ml/100 g, number of silanol groups per nm² surface area: 2.6)
12. Bis(trichlorosilylpropyl)tetrasulfide

As evident from the results shown in Tables 1 and 2, in case where the rubber compositions (Experimental Examples 1 to 6) obtained by combining the particular silica and the particular carbon black with the silane coupling agent in the specific amount on the basis of the reactive factor C as an index are used, tyres having lowered rolling resistance excellent cracking and cut-growth resistance to bending and cut resistance can be produced.

As explained hereinbefore, the rubber composition for a tyre sidewall of the present invention provides a tyre having superior wear resistance, WET property, lowered rolling resistance, cracking and cut-growth resistance to bending and cut resistance.

Claims

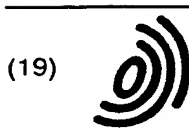
1. A rubber composition obtained by mixing 100 parts by weight of at least one diene rubber selected from a group consisting of natural rubber, butadiene rubber, styrene-butadiene rubber, isoprene rubber and ethylene-propylene-diene terpolymer, characterised by:
5 to 50 parts by weight of a carbon black having an average particle size of primary particle of not less than 20 nm, a compression DBP oil absorption number of not more than 120 ml/100 g and a CTAB specific surface area of not more than 130 m²/g, 10 to 60 parts by weight of a precipitated silica having a DBP oil absorption number of not less than 200 ml/100g, a BET nitrogen adsorption specific surface area of not more than 180 m²/g, and a silane coupling agent in an amount in the range represented by equation (1) in the case where C=2.6 to 5.1:

$$X = \frac{A \times B \times 10^{18} \times D}{E \times C} \times 100 \quad (1)$$

wherein X is a maximum amount of the silane coupling agent (unit is parts by weight) per 100 parts by weight of the precipitated silica, A is the number (unit is per nm²) of silanol groups existing per 1 nm² of surface area of the precipitated silica, B is BET nitrogen adsorption specific area (unit is m²/g) of the precipitated silica, C is a factor showing reactivity of the silane coupling agent to the precipitated silica, D is a molecular weight of the silane coupling agent, E is Avogadro's constant (6.022 × 10²³).

2. A rubber composition according to claim 1, characterised in that the silica is chosen from the group of precipitated silica (so-called hydrosilicate), Aerosil (silicic anhydride) and a silicate such as clay or talc.

3. A rubber composition according to claim 1 or 2, characterised in that the DBP oil absorption number of the precipitated silica is not less than 200 ml/100 g.
4. A rubber composition according to claim 3, characterised in that the DBP oil absorption number is less than 280 ml/100 g.
5. A rubber composition according to claim 2, 3 or 4, characterised in that the nitrogen adsorption specific surface area of the precipitated silica is not more than 180 m²/g.
6. A rubber composition according to claim 2, 3 or 4, characterised in that the nitrogen adsorption specific surface area of the precipitated silica is in the range of 50 to 100 m²/g.
7. A rubber composition according to any of claims 1 to 6, characterised in that the average particle size of primary particle of the carbon black is not less than 20 nm.
8. A rubber composition according to any of claims 1 to 6, characterised in that the average particle size of primary particle of the carbon black is in the range of 30 to 50 nm.
9. A rubber composition according to claims 7 or 8, characterised in that the DBP oil absorption number of the carbon black is in the range of 80 to 120 ml/100 g.
10. A rubber composition according to any of claims 7 to 9, characterised in that the CTAB surface area of the carbon black is not more than 130 m²/g.
11. A rubber composition according to any of claims 1 to 10, characterised in that the toluene swollen degree of the vulcanised rubber obtained by vulcanising the rubber composition at 170° for 15 minutes is not less than 250 and less than 400.
12. A method of manufacturing the rubber composition of claim 1, characterised by mixing the diene rubber and the precipitated silica with the silane coupling agent to react the precipitated silica with the silane coupling agent and then mixing the diene rubber and the reaction product with the carbon black and oil.
13. A tyre characterised by sidewalls comprising the rubber composition of any one of claims 1 to 11.



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(54) Rubber composition for tyre sidewall and tyre

(57) A rubber composition obtained by mixing 100 parts by weight of at least one diene rubber selected from a group consisting of natural rubber, butadiene rubber, styrene-butadiene rubber, isoprene rubber and ethylene-propylene-diene terpolymer, characterised by:

C=2.6 to 5.1:

$$X = \frac{A \times B \times 10^{18} \times D}{E \times C} \times 100 \quad (1)$$

5 to 50 parts by weight of a carbon black having an average particle size of primary particle of not less than 20 nm, a compression DBP oil absorption number of not more than 120 ml/100 g and a CTAB specific surface area of not more than 130 m²/g, 10 to 60 parts by weight of a precipitated silica having a DBP oil absorption number of not less than 200 ml/100g, a BET nitrogen adsorption specific surface area of not more than 180 m²/g, and a silane coupling agent in an amount in the range represented by equation (1) in the case where

wherein X is a maximum amount of the silane coupling agent (unit is parts by weight) per 100 parts by weight of the precipitated silica, A is the number (unit is per nm²) of silanol groups existing per 1 nm² of surface area of the precipitated silica, B is BET nitrogen adsorption specific area (unit is m²/g) of the precipitated silica, C is a factor showing reactivity of the silane coupling agent to the precipitated silica, D is a molecular weight of the silane coupling agent, E is Avogadro's constant (6.022 x 10²³).

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EUROPEAN SEARCH REPORT

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DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim:	CLASSIFICATION OF THE APPLICATION (Int.Cl.6)
A	FR 2 133 572 A (PPG INDUSTRIES INC) * page 6, line 7: claim 10; table XIII * * page 1, line 16 - line 17 *	1.13	C08L21/00 C08K3/04 C08K3/36 B60C1/00 C08K5/54
A	FR 2 321 518 A (DEGUSSA) * claim 1: example 67 * * page 9, line 13 *	1.13	
			TECHNICAL FIELDS SEARCHED (Int.Cl.6)
			C08K B60C
<p>The present search report has been drawn up by the applicant.</p> <p>THE HAGUE 4 February 1998 Van Humbeeck, I</p>			
<p>CATEGORY OF DOCUMENT</p> <p>1. Published in the name of the applicant</p> <p>2. Published in the name of the applicant with a modification</p> <p>3. Published in the name of the applicant with a modification</p> <p>4. Published in the name of the applicant with a modification</p> <p>5. Published in the name of the applicant with a modification</p> <p>6. Published in the name of the applicant with a modification</p> <p>7. Published in the name of the applicant with a modification</p> <p>8. Published in the name of the applicant with a modification</p> <p>9. Published in the name of the applicant with a modification</p> <p>10. Published in the name of the applicant with a modification</p>		<p>1. Published in the name of the applicant with a modification</p> <p>2. Published in the name of the applicant with a modification</p> <p>3. Published in the name of the applicant with a modification</p> <p>4. Published in the name of the applicant with a modification</p> <p>5. Published in the name of the applicant with a modification</p> <p>6. Published in the name of the applicant with a modification</p> <p>7. Published in the name of the applicant with a modification</p> <p>8. Published in the name of the applicant with a modification</p> <p>9. Published in the name of the applicant with a modification</p> <p>10. Published in the name of the applicant with a modification</p>	